

SOUTH PRODUCTION NOTES

January 15, 2015
11-7 Shift Notes

BASF EMPLOYEES

52 Last Recordable
567 Last Lost Time

186 Days To RC Audit

Be sure to check weigh all bags off of the calciners and fill out the log sheet downstairs by the scale and Attach "Packaged By" label with your initials.

#1 MED / AI 3945:

Down until the F-1 blower motor can be replaced. Regulator has been replaced as well as the flange underneath the vacumax.

Midnight shift: Shut down at the end of the shift. F-1 scrubber pump. WOW.

Day shift:

Afternoon shift: Continue

#1 RC / AI 3945 next:

Down until the Tri-mer can be repaired. Also, the scale in the control room is not reading the same as the discharge scale for #1 RC.

Midnight Shift: Shut down after Tri-mer sump line broke.

Day shift:

Afternoon shift: Feed can restart (Grodecki inspected bags and determined they are OK), continue

Exhaust to Trimer

#2 MED line / Cu-0860:

Get all dried samples to the lab.

Midnight shift: On hold.

Day Shift:

Afternoon Shift: Running batch early afternoon with Beachwood assistance, then stop until Thursday (Justin Quach will advise)

#2 RC/ Cu 0860:

Continue. Feed all bags on the floor in the order specified (written on them) when we start back up.

Midnight shift: On hold.

Day Shift:

Afternoon Shift: Hold

Exhaust to F1

#3 MED/ D-1780 NAQ:

Down for gearbox and station two powder room modifications..

Midnight shift: Finishing up last batch at the end of the shift. #2 station in the powder room has been purged of material.

Day Shift:

Afternoon Shift: Run afternoon and into midnight, then purge station #2 again by morning for additional repairs to cutter.

#3 RC / D 1780 NAQ :

Continue to feed. Use NAQ SAP SHEETS in MOD binder

Midnight shift: Continued.

Day shift:

Afternoon Shift: Continue

Exhaust to CTO

#4 RC / D-0222 KLP:

Down until the Tri-mer can be repaired. Trimer exhaust valve is opened manually.

Midnight shift: Shut down due to Tri-mer sump line breaking.

Day Shift:

Afternoon Shift: Continue

Exhaust to Trimer

#5 RC / Cu-0539 next:

We need to get a surface area from every bag that comes off the calciner. Cu-0559 is the same as Cu-0539, but with a different SA/temperature. Waiting for results from 5B material. Now using 120 bag @1000 lbs

Midnight Shift: Sampled six bags of the material to be fed. These are down stairs. Taking last partial bag off of calciner discharge station late in shift. Will still need to set up for Cu0539.

Day shift:

Afternoon shift: Bodmann providing Cu 0539 MOD and instructions this afternoon. Change out last bag of 0559 from bag off station and set up for 0539 per the MOD. We must verify if the 0535 feed can go to DC, or if it has to go to Trimer!! Don't feed yet!!!!

Exhaust to 5 DC?? Make sure this can go to DC!!

#6 RC & Dryer / D-0257

Use Auto Sampler for bags, and get additional grab sample for each bag. Keep feed rate around 250.

Midnight shift: Continued.

Day Shift:

Afternoon shift: Continue, keep buggies moving

Exhaust to Sly Scrubber

6 Tank /D-5253 empty

Continue. Drain looked at by Schirmer and Lucas- not fixed yet

Acid washed 1-1-15 – MT 1-2-15

Midnight Shift: NA

Day Shift: NA

Afternoon shift: NA

New Pfaudler / D-0222:

Follow MOD for D-0222, use SPG to calculate solution.

Midnight Shift: 12 inch flex line replaced. Continued. Batch made using last of AL-3945 that we have in pass.

Day Shift:

Afternoon Shift: Making batch afternoon shift, will need to confirm if 7 tank pump discharge flex line replaced before making next batch.

7 Tank KLP solution:

Elliott advised that radar gauge on tank is not working. Will need repaired.

Midnight Shift: 12" flex line replaced and a batch was made using the last of the AL-3945.

Day Shift:

Afternoon shift: Continue to monitor. Should be enough solution for two batches, then will need to make a new tank (probably by day shift Thursday).

NOTE and UPDATE: discharge flex pipe on 7 tank pump (12" x 2") has a leak.

Work order submitted, contacted Pete from maintenance to see if he can repair this afternoon. ..if not, Lucas will be needed first thing on Thursday. Bill Grodecki also advised.

Old Pfaudler / D-0257:

See the MOD for special instructions for the lot 9 1708 material that was brought in. Continue, rental DI water unit delivered and installed on Saturday for pfaudler and #3 mixer. You will not be able to pump the water using the RO unit pump...water will deliver by city water pressure, so it will be slower. NOTE: Be sure to sample drainage from each batch made on east pfaudler for D 0257 batches.

Midnight Shift: Continued.

Day Shift:

Afternoon shift: Continue

National Dryer:

Running.

Midnight Shift: Continued.

Day shift:

Afternoon Shift: Continue as material available

PK Blender 3917 Pill Mix:

Starting 3917 pillmix, WOW for south overhead door.

Midnight Shift: On hold (manpower).

Day shift:

Afternoon shift: Hold afternoon, run midnight if manpower available

Abbe Blender / 5206 Done

Done for a while. Area Cleaned

Midnight shift: NA

Day shift: NA

Afternoon shift: NA

Tower 3 / Cu 0860:

Waiting for gaskets.

Midnight Shift: On hold for gaskets.

Day shift:

Afternoon shift: See above

Tower 6 / Pd 1930:

Waiting for gaskets

Midnight Shift: Loaded. Should come down on day shift.

Day shift:

Afternoon shift: Continuing issues with hydrogen sampling. Trying to work through the current load. Work order submitted for electrician to inspect the H2 blowdown instrument in compressor room (was worked on Wednesday but may have been wired incorrectly). Mike (BASF electrician) to be notified to check it out. Will be at least another day to run.

North Screener / Cu-0860:

Run as alcohol permits. Heater is repaired. Exhaust fan turned off.

Midnight shift: Down, but heater repaired on second shift and exhaust fan turned off. Nice and warm now.

Day shift:

Afternoon shift: Did not run

South Screener / Cu-0860:

Run as alcohol permits. Heater is repaired. Exhaust fan turned off

Midnight shift: Down, but heater repaired on second shift and exhaust fan turned off. Nice and warm now.

Day shift:
Afternoon Shift: Did not run

#2662 (west) Pill Machine / next up AI-3917 T 3/16”:
Cleaning and changing to 3917- Sump repaired 1-12-15 & Air pump hooked up for backup.
Midnight shift: Continued clean up/change over.
Day Shift:
Afternoon shift: Changing over

#2664 (east) Pill Machine / next up AI-3917 T 3/16”:
Continue to run.
Midnight shift: Running. Mild powder flow issues.
Day Shift:
Afternoon shift: Running

TK #2 / V 2046/V 2010:
Down for now. Will need to be switched to V-2010 Saggars
Midnight shift: NA
Day Shift:
Afternoon shift: NA

TK #4 / Cu 2508:
Continue. Putting full size sagger on the bottom and the half sagger on top
Midnight shift: Continued.
Day Shift:
Afternoon shift: Continue. At 4:00 pm there were 4 carts of feed on the floor plus a full cart on the deck

Harrop Kiln / AI 3920:
AI 3920 - 90 min Cart- operator must keep area cleaned
Midnight shift: Down and on hold for maintenance.
Day Shift: down
Afternoon shift: Down

Building 27 Belt Filter / 5020 finishing, 6081 next:
There are more 116 bags in bldg now.
Midnight shift: Continued. Last batch running slow. Will need to finish on days and begin the clean up.
Day shift:

Afternoon Shift: Batch 37 running on afternoon shift, then clean up and prepare/start 6081 when ready.

Priorities:

Priorities 1 through 12 are basically all the same priority, should be considered urgent and will require call outs for maint issues and/or processing issues.

- 1) East Pfaudler/HC-11 Dryer/#6 RC/Sly**
- 2) #3 MED/#3RC/CTO**
- 3) South Precip**
- 4) #2 Line/#2RC**
- 5) West Pfaudler/National Dryer/#4 RC/Trimer**
- 6) #1 Line/#1RC**
- 7) South PK**
- 8) #5 RC**
- 9) #4 Tunnel Kiln**
- 10) Reduction Towers**
- 11) Reduction Tower Screeners**
- 12) Harrop Kiln**
- 13) Horne Tabletting Machines**

AI-3915 and AI-3920 continue to move up the list, we are projecting to be late to our commitment to Seneca in delivering the AL-3920 by year end.

In reviewing their plan, we can be ~1 week late at most before it affects them, which in turn affects when the material returns for reduction, which places the burden on us to still meet the QVAM ship date.

Projected end date on the AI-3920 T is showing as Jan 6th.

Maintenance & Other